

CONFIDENTIAL

File Desk Sys. [redacted]

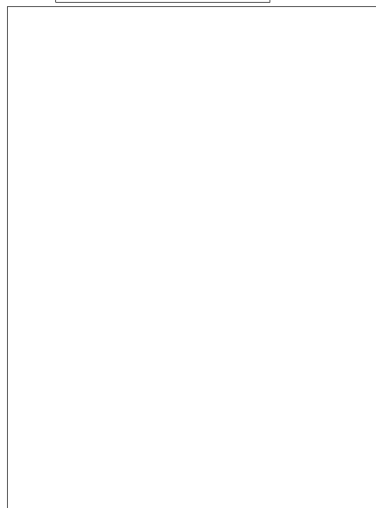
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14 October 1959

MEMORANDUM FOR THE RECORD

SUBJECT: [redacted] Destructor Test [redacted]

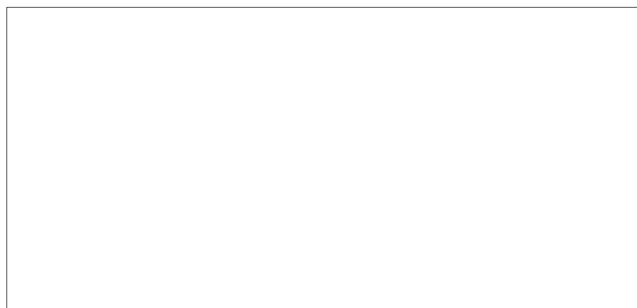
1. The following persons witnessed the final test of the [redacted] Destructor Program [redacted] on 13 August 1959:



(Plus several interested OTR personnel [redacted])

2. This division obtained [redacted] aircraft from the Navy and had it flown to [redacted] for this test. Mock ups of all the target equipment were installed in the airplane in approximately the same location as in the [redacted] aircraft. The destructor system consisted of an initiating device (called the Equipment Safeguard Unit), explosive charges attached to each target, and primacord connecting all the charges with the Safeguard Unit. Photos at the end of this memo show the target locations and how the primacord and explosive charges were installed.

3. The explosive weights for each target are as follows:



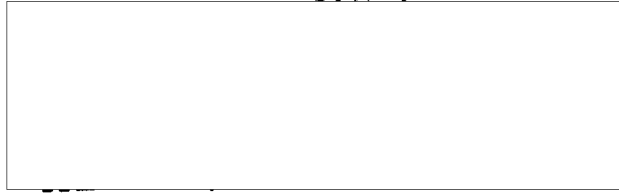
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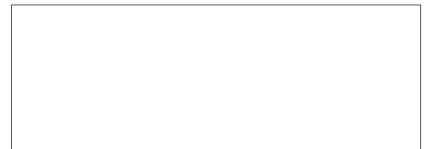
4. In place of a bunker, a tank was located about 70 yards from the airplane. Sandbags were placed between the boggy wheels and a 4'x8' reinforced plywood panel was leaned against the backside of the tank for additional protection.

5. The complete system had been in the airplane 10 days before the day of the test. During this period the temperature inside the airplane had varied between 65°F and 120°F. On the morning of the test the air temperature was 85°F outside the plane and 110°F inside.

6. The visitors were taken to a place 600 yards from the airplane to watch the test. A wide angle and a telephoto movie camera were mounted at the tank for color movie coverage of the test. The cameras were set at 64 frames/second. The Equipment Safeguard Unit was armed by standing on a ladder outside the cockpit and turning the starting crank. The arming delay was estimated to be 35 seconds at the ambient temperature and the unit actually functioned at 34.6 seconds. Every charge detonated high order and completely destroyed all targets. Most targets were magnetic tape or film and only small pieces were found. The photos at the end also show the damage to the airplane.

7. The results from this test showed that the destructor system can be neatly and semi-permanently installed without modification to the airplane. The system has proven to be safe and will reliably destroy all targets.

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